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INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

Vol. 2 No. 14

Helena, Montana

October 1971

At the last Commission Meeting, Don DeVore, Special Assignments Engineer, Motor Pool, discussed progress being made by the new facility.

He reviewed his August 25th report as follows:

The transfer of vehicles from the following agencies has been completed in the numbers shown:

Highway Department	1,272	vehicles
Registrar of Motor Vehicles	1	"
Public Service Commission	6	"
Historical Society	1	"
Water Resources Board	41	"
Liquor Control Board	2	"
Department of Institutions	1	"
Galen State Hospital	7	"
Mountain View School	6	"
State Prison	40	"
Swan River Youth Camp	2	"
Veterans Home	3	"
Warm Springs State Hospital	20	"
Aeronautics Commission	5	"
Department of Labor & Industry	2	"
Adjutant General	4	"
Department of Lands & Investments	1	"

TOTAL TO DATE - 17 Agencies 1,414 vehicles

Since the report of August 25, 1971, we have completed the transfer of vehicles from the following agencies in the numbers shown:

State Auditor	3	vehicles
University of Montana	46	"
Mont. College of Mineral Science & Technology	13	"
Eastern Montana College	19	"
Northern Montana College	5	"
Western Montana College	4	"
Deaf & Blind School	4	"
Dept. of Health	18	"
Livestock Sanitary Board	10	"
State Forester	52	"
Board of Equalization	13	"
Dept. of Agriculture	16	"

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Boulder River School & Hospital	9	vehicles
Montana Children's Center	4	"
Montana Center for the Aged	4	"
Eastmont Training Center	2	"
Pine Hills School	10	"
Industrial Accident Board	22	"
State Board of Pharmacy	1	"

Total This Period - 19 Agencies	255	vehicles
Previous Total - 17 Agencies	<u>1,414</u>	vehicles
Total To Date - 36 Agencies	1,669	vehicles

The following agencies' vehicles have not yet been transferred to the State Motor Pool, but are scheduled soon.

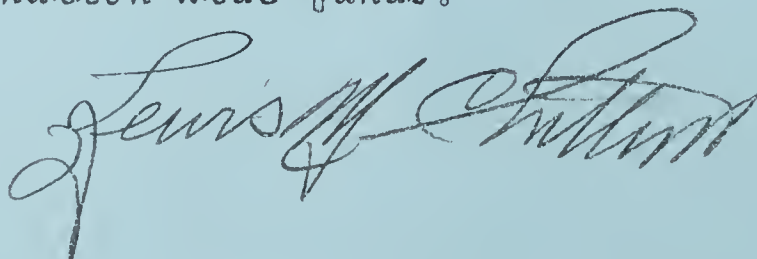
Agency No.	Agency	Estimated No. Vehicles
5104	Montana State University	42
5109	Agricultural Experiment Station	57
5110	Montana Extension Service	14
5111	State Entomologist	3
5201	Dept. of Fish & Game	227

The following agencies' vehicles have all been temporarily deferred because of claimed Federal fund involvement:

3501	Superintendent of Public Instruction	10
6602	Employment Security Commission	6
6901	Department of Public Welfare	4

The status of these vehicles will depend somewhat on the determination of the status of the Department of Fish and Game vehicles.

At our October 12th Staff Meeting, I called the members' attention to the new procedure for obligating Federal funds within the coming quarter. There is \$1,145,000,000 in nation-wide quarterly obligation amounts, and, contrary to previous procedures, this money will be allocated by a "first-come-first-served" basis to the states which have projects ready for money obligation. There is also \$700,000,000 nation-wide in funds which are to be used on projects that qualify for safety or high unemployment areas. I have urged that everything possible be done to expedite projects so that we can qualify for a substantial portion of the nation-wide funds.





INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

Vol. 2 No. 13

Helena, Montana

August 1971

The big question this month, of course, was whether the highway employees would receive their cost-of-living pay increases authorized by the legislature. President Nixon's freeze caught us just as the paperwork for our 2,517 employees was completed. However, authority was received to implement the retroactive pay raises...five percent for fiscal 1971-72.

Miles of Interstate planned	1,198.9
Miles of Interstate completed	714.051
Miles of Interstate under contract	190.071
Partially completed (2-lane)	33.934
Total Interstate completed or under contract	<u>938.056</u>
Dollar amount Interstate under contract	\$113,331,418.89
Dollar amount all systems under contract	\$181,913,380.41

Everyone has been asking how much it will cost to implement the "billboard law." We hesitate to put a figure on the cost of removing billboards until an actual survey has been completed.

Construction

Fiscal 1970-71 was a good year for highway building. We let a total of 173.059 miles of Interstate to contract; 25.763 miles of primary; and 79.791 miles of secondary. The total dollar amount let to contract in fiscal 1970-71 was \$78,787,728.63. This compares with \$70,284,786.13 as of the end of June, 1970, and \$58,405,021.38 at the end of June, 1969.

The obligation of our Federal funds shapes up like this at the end of fiscal 70-71:

Obligation total for year	\$70,925,000.00
Available	70,925,000.00
Obligated	70,925,000.00
Balance remaining	<u>-0-</u>

Thus we were able to obligate all funds available to us at this crucial mid-point in our construction program.

Motor Pool

The newly-established State Motor Pool is being directed by Mr. Don B. DeVore of the Montana Highway Commission. Twenty state agencies are now participating, with the rest expected to be admitted shortly. So far the motor pool is accepting passenger cars and station wagons in to the motor pool, with further expansion of the program to be accomplished at a later date. The main objectives of the motor pool are to assign and dispatch vehicles for permanent or temporary use, and to provide the required maintenance, inspection, service, repair and storage of vehicles.

Maintenance

How's our maintenance department doing? From July 1, 1969 to June 30, 1970 we maintained 7,712 miles (10 years ago it was 5,840 miles,) for a total cost of \$11,415,178.26. This breaks down as follows: General maintenance (snow removal, sanding) \$8,477,178.42; Special maintenance (signs, slides, washouts, bridge repair, snow fence, etc.) \$183,739.86; Betterments (oiling, grading and base, etc.) \$1,054,475.29; Overhead (insurance, roadside rest area expense, upkeep and repair of shop equipment, etc.) \$1,150,681.80. The cost per mile for general maintenance comes to \$1,408.98.

Montana ranks 16th among states in total road mileage. Of the 75,928 miles of roadways in rural Montana, 20,683 miles are under Federal control. In Montana, only 2 percent of roadways are in towns and cities, and 98 percent are used for getting to and from communities.

We are happy to answer any questions from legislators, so don't hesitate to contact us for information about your district. And when you are in Helena, please stop in and talk over your road problems with us.

Lewis M. Sullivan



INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATORS

Vol. 2 No. 12

Helena, Montana

December, 1970

We delayed this issue of Insight until we could bring you some details from the Federal Aid Highway Act of 1970 which has just been signed by the President.

At this time we can give you a comparison of apportionments for Montana covering the fiscal years 1971 with the new 1972 funds.

	FY 1971	FY 1972	
<u>Highway System</u>	<u>(Current)</u>	<u>(New)</u>	<u>Change</u>
Interstate	\$74,323,200	\$45,080,000	- \$29,243,200
Primary	10,398,319	10,378,124	- 20,195
Secondary	7,213,163	7,240,590	+ 27,427
Urban-State <u>1/</u>	626,345	626,345	-0-
Urban-City <u>2/</u>	- - -	120,101	+ 120,101
Urban-Topics <u>3/</u>	455,523	227,762	- 227,761
Total	\$93,016,550	\$63,672,922	- \$29,343,628

1/ For urban extensions of State highways in cities of 5,000+ population.

2/ For arterial streets off state highway systems in cities of 50,000+ population. (This is a new program).

3/ For traffic operation improvements on State highways in cities of 5,000+ population. (FY 1972 apportionment cut in half by Congress).

As soon as we have a copy of the legislation, we will give you a review of the major points of the Act. Next issue, no doubt.

COSTS OF VANDALISM

During our recent Legislative Road Tour, much concern was shown about the extent of damage to signs and delineators throughout the State. We promised to relay the information on replacement costs as soon as we got back to Helena.

For the Fiscal Year 1969-70, for example, the costs of replacing signs in the State -- shot up, beaten down or cut down -- came to \$23,775.03.

Maintenance showed an almost unbelievable figure of \$80,000.00 plus for replacing delineators wiped out by our otherwise cost-tax-conscious citizens of the State.

Another offshoot of what we are discussing comes under the category of "Littering". It cost us \$179,965.41 during the period described above to pick up litter along our highways.

These are expensive examples of compulsion, thoughtlessness and carelessness.

WISH FOR THE YEAR

We would be unfeeling and entirely out of line if at this time we did not thank each of you sincerely for your understanding and confidence, help and patience. Let us share a mutual wish for an exceeding good year in 1971.

Sincerely,

LEWIS M. CHITTIM



RESEARCH ENGINEER

INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

Vol. 2 No. 11

Helena, Montana

November, 1970

We look forward to visiting with you on the Legislative Tour. Here is a recap of the dates and places:

Monday Nov. 30	10 a.m. Meeting Ponderosa Inn (259-5511) Billings	Overnight Red Rock Village Miles City (232-4030)
Tuesday Dec. 1	10 a.m. Meeting Red Rock Village Miles City	Overnight Jordan Hotel Glendive (365-3371)
Wednesday Dec. 2	10 a.m. Meeting Jordan Hotel Glendive	Overnight Campbell Lodge Glasgow (228-9328)
Thursday Dec. 3	10 a.m. Meeting Clansmen Cafe (228-2561) Glasgow	Overnight LeHavre Motel Havre (265-6711)
Friday Dec. 4	10 a.m. Meeting Elk's Club (265-7621) Havre	Return to Helena
Monday Dec. 7	10 a.m. Meeting Yogo Inn (538-8721) Lewistown	Overnight Rainbow Hotel Great Falls (454-2121)
Tuesday Dec. 8	10 a.m. Meeting Rainbow Hotel Great Falls	Overnight Four Seasons Inn Kalispell (756-7104)
Wednesday Dec. 9	10 a.m. Meeting Four Seasons Inn Kalispell	Overnight Florence Hotel Missoula (543-6631)
Thursday Dec. 10	10 a.m. Meeting Florence Hotel Missoula	Overnight Finlen Hotel Butte (723-5461)

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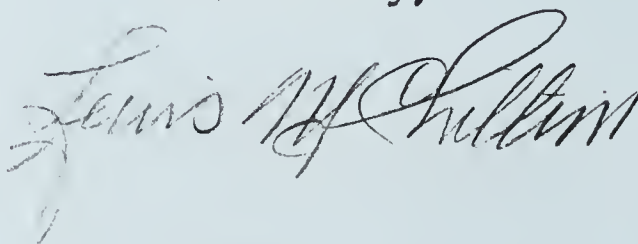
Friday Dec. 11	10 a.m. Meeting Finlen Hotel Butte	Return to Helena
Wednesday Dec. 16	10 a.m. Meeting Baxter Hotel (586-2351) Bozeman	Return to Helena
Thursday Dec. 17	9 a.m. Meeting Highway Commission Room Helena	

Please accept our appreciation for your kind and continuous cooperation. We feel we have had a good and productive year. We look ahead to an even better one.

It is certainly not too soon to say:

BEST WISHES FOR THE COMING CHRISTMAS SEASON

Sincerely,

A handwritten signature in cursive script, reading "Lewis H. Sullivan". The signature is written in dark ink and is positioned below the word "Sincerely,".

MONTANA HIGHWAY
DEPARTMENT

INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

Vol. 2 No. 8

Helena, Montana

July, 1970

DOWN TO DOLLARS AND CENTS

There is more than considerable pride in accomplishment when we report that for the last fiscal period we were able to obligate in Federal funds all but \$46.67. The figures worked out as follows:

Obligation Total for year	\$86,378,953.33
Available	84,586,000.00
	+ 1,793,000.00
	<u>86,379,000.00</u>
Obligated	- <u>86,378,953.33</u>
Balance Remaining	46.67

Earlier we were assured that no funds would be lost in a carryover condition; not so. These, it turned out -- and we feared as much -- were cut in half. So we lost -- or had deferred -- a bit over \$23.00!

BUDGET APPROVAL

Commissioners at their last meeting (June) tentatively approved the 1970-71 budget, subject to necessary revisions. Totals for all programs: \$116,531,460.

CONSTRUCTION FUNDS VS CENSUS

Since the adjusted 1970 census figures will not be available until September -- possibly later -- the Commission agreed that the present apportionment of construction funds would remain in effect until the necessary readjustments can be made.

REPORTS UNDER WAY

Work is under way presently on the budget for fiscal 72-73 -- as well as on the Annual Report to the Governor -- under a new reporting format. This last would cover the fiscal year 1969-70. The new reporting style will substantially truncate review presentations as we have been accustomed to them in the past. Guidelines suggest that the

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primary purpose of reporting shall be to review program operation of the immediately preceding fiscal year along with its probable effect on the next fiscal year. Reviews shall focus on the program structure -- not on the organizational structure of the state agency involved.

Both budget outlines and Annual Reports are due September 1st.

FINANCING, LEGISLATION -- CONFUSED

I will leave Helena for Chicago on Thursday, the 23rd to attend a top-level meeting composed of all the state highway administrators and AASHO officials.

The agenda will cover national legislation relating to highway matters.

WHAT IS ICES?

Our people in the IBM section are doing significant work right now in setting up an ICES system -- this is an Integrated Civil Engineering System. It offers general problem solving capabilities in the area of civil engineering. The goal of course is to allow each organization to generate and use a system and subsystem that best satisfies its own problem solving needs and computer configuration. Examples of two ICES subsystems are COGO, for coordinate geometric problem solving, and STRUDL, for structural analysis and design. Another: SEPOL: subsystem for the calculation of: stresses and strains in soil due to shallow foundation loadings, etc. It looks promising in the extreme.

Lewis J. Sullivan



INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

VOL. 2 No. 7

Helena, Montana

May, 1970

WHAT WILL HAPPEN AFTER 1972?

Our Highway Trust Fund will be 14 years old this year. It was created July 1, 1956.

It will die on September 30, 1972, unless something is done to extend its life. There are heavy pressures to divert the fund for the solution of genuinely distressing mass transportation problems, among others, in urban areas.

National road building leaders feel certain we will lose the Fund unless we can come up with enough congressional pressure, nationwide, to extend the Trust Fund for road building purposes at present levels until 1985. Montana must join this effort.

NEED TO TELL OUR VIEWS TO OUR CONGRESSMEN

Every adult Montanan is urged to write his Representative and Senators in Washington asking that:

- 1- the Federal-aid Highway Program be continued;
- 2- the Highway Trust Fund be continued;
- 3- the Fund be distributed according to the recommendations set forth by AASHO in recent testimony before Congress;
- 4- the Highway Trust Fund be held inviolate;
- 5- a true coordination of all transportation modes be set up.

These facts must be rushed to our people in Washington so that they will have evidence of real constituent opinions.

Congress is the only body that can legislate the Fund into existence again.

ADDITIONAL BACKGROUND MATERIAL

The following points should form the basis for letters, cards or petitions you submit to Congress:

- 1- Extend and continue the Highway Trust Fund at least through 1985 - and keep the Highway Trust Fund inviolate, using the funds ONLY for highway purposes as they have been in the past.
- 2- Complete the Interstate System at the earliest feasible date and then phase out 90-10 financing. The matching ratio is recommended at 70-30.
- 3- Continue the ABC (primary and secondary roads) and TOPICS (Traffic Operations Programs to Increase Capacity and Safety).
- 4- Establish a new "metro" Federal-aid system for the improvement of arterial streets within metropolitan areas of more than 50,000 population.
- 5- Consider several new programs for Highway Trust Fund financing, including highway safety, equal-employment training programs, highway oriented mass transit facilities, a bridge replacement program and a railroad grade crossing elimination program.
- 6- Establish a bridge replacement program to replace critically deficient and obsolete bridges and to build additional crossings over major waterways.
- 7- Provide for limited Federal-aid funds for exclusive bus lanes and other highway improvements in support of mass transit, including the use of highway funds for terminal facilities exclusive of building.
- 8- Provide for the Federal share of preliminary engineering costs to be paid to the States on a fixed-percentage-of-construction-cost basis.
- 9- Tighten legislation so as to assure proper flow of Federal funds and prevent the arbitrary freezes and delays.
- 10- Direct a study to improve the effectiveness of the Federal-State highway partnership through the cooperation of the Federal Highway Administration and State Highway Departments, with due consideration for the roles of local governments.

PROOF OF THE PUDDING

We earnestly ask you to write your Congressmen and express your sincere feelings on this subject; and that you ask your fellow constituents to do the same.

* * * * *

We give you the following list of your Congressional Delegation:

U. S. SENATORS

Mike Mansfield

U. S. Senate
Office of Majority Leader
Washington, D. C. 20515

Lee Metcalf

U. S. Senate
Washington, D. C. 20515

U. S. REPRESENTATIVES

Arnold Olsen

1424 Longworth Building
Washington, D. C. 20515

John Melcher

Congress of U. S.
Longworth Bldg.
Washington, D. C. 20515

SPEED IS NEEDED

All such correspondence must be gotten out at the earliest possible time. The first part of June has been suggested by AASHO as not one bit too soon.

MAY WE COUNT ON YOUR HELP? THE FUTURE OF HIGHWAYS IS AT STAKE -- AND THAT MEANS YOUR FUTURE!

* * * * *

Leuris M. Chittum



INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

VOL. 2 No. 6

Helena, Montana

April 1970

GRADUATE ENGINEERS

The Personnel Department reports encouraging progress in hiring graduate engineers. Roy Broughton, personnel manager, notes that after having interviewed 99 people in recent tours of western colleges and universities, he can count at least 15 who have accepted our offers.

The new program of assigning more challenging tasks to our advanced engineering students during summer work undoubtedly will help improve our position in getting graduate civil engineers into our highway programs.

IM 50-1-70

It appears now that all projects, including planning activities, will have to be routed through the State Department of Planning & Economic Development and the Federal-State coordinator before they may be submitted to the Bureau of Public Roads. This is the result of requirements spelled out in the Instructional Memorandum 50-1-70. It is hoped that a log-jam will not develop because of these requirements, but some delays may be anticipated.

FUNDS UNFROZEN

About mid-March, President Nixon withdrew his request for voluntary cutbacks in Federally-assisted construction projects. Since the request was made of the nation's governors last September, more than a billion dollars had been withheld from highway construction.

Nixon said: "Policies begun last year to deal with inflation are now moving the economy to the path of stable economic growth. I have, therefore, terminated my request of September 4th, 1969, that activity incident to Federally-assisted state and local construction projects, be curtailed sharply."

The effect of the cutbacks on Federal-state highway programs is shown by the balance in the Federal Highway Trust fund. At the end of February, 1970, the trust fund balance stood at about \$2.2 billion -- or twice the amount of a year ago. The major portion of balances in the trust fund are borrowed by the Federal Government for general operations.

MOTOR POOL

Don B. DeVore, assistant state highway engineer, operations, reports that a first step has been made towards operation of a state motor pool system in Helena headquarters. Initial operation plans have been drafted. The system provides for assignment and dispatching of vehicles for permanent or temporary use; coordination with the Maintenance Division to provide the needed inspection service, repair and storage of vehicles. The system will be in effect on April 15. It applies presently only to Montana State Highway Commission vehicles. Motor Pool headquarters will be located at the State Highway Shop in Helena, near the fairgrounds. Storage is provided for motor pool cars at the motor pool headquarters in Helena and at any of the division headquarters.

An investigation under executive House Bill 118 showed that twenty-one state agencies operate about 156 state-owned passenger cars and station wagons out of Helena headquarters. Presently this activity is going on without centralized coordination and control and pooling.

An analysis of the study recently completed with the cooperation of the agencies involved indicated that an annual saving estimate under proper motor pool management could realize some \$20,026.00.

WHITE?

We are interested still in pursuing a standard color for state-owned automobiles. For background, we are thinking of a standard white color; incorporating, perhaps, a state seal or similar device. We have figures that indicate highway orange paint runs about \$200.00 per vehicle over what a standard color would cost. Our legislative committee undoubtedly plans working-up another bill proposing such a development.

HAVRE WINS

It is a pleasure to report that the Havre division of our Montana State Highway Commission has earned the Safety Plaque for the year 1969. This division had the lowest frequency rate of vehicle accidents during the period from January 1 through December 31, 1969. Miles driven by the Havre division were 888,210 with only 4 accidents. This resulted in a frequency rate of 4.5. Runner-up was Wolf Point with 947,205 miles driven and 5 accidents for a frequency rate of 5.3.

"NO CHANGE" --BPR

A check with the Bureau of Public Roads, before press time for this bulletin, revealed that Forest Highway Funds are still tied up.

Lewis J. Phillips



INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

VOL. 2 No. 5

Helena, Montana

March 1970

LEGISLATIVE COMMITTEE

Our legislative committee is busy drafting proposed new legislation for the 1971 Legislature. The effort is to have the entire program ready by July, 1970. All legislators will receive copies for review prior to our round of Legislative Information meetings in financial districts in the fall.

HIGHWAY ACCIDENTS

Clint Fulkerson, safety director for the Montana State Highway Commission, is now checking out all accidents occurring on Montana's highways. He is compiling a detailed record of factors relating to the accidents....speed, road conditions, driver condition, weather... which we believe will give us a clear picture of the "why" of accidents....and what can be done about them as far as the Montana State Highway Commission is concerned.

ROAD BUILDING

By now you will have received your copy of the tentative Five-Year Construction Schedule. In it you can see how your financial district will fare in road construction through 1974...providing we receive our share of both Federal and State funds for obligation. In calendar year 1970, total estimated contract awards will reach \$92,100,000....a big rise from calendar year 1969, when total amount of low bids reached \$76,084,715. This means that estimated contract awards on Interstate will total \$68,600,000; Primary, \$9,700,000; Secondary, \$12,900,000; and Urban, \$900,000. A big year for road building!

HOW FINANCED:

As you know, highway financing is accomplished on the following basis: National Federal funds are apportioned to the states for Interstate---on the basis of the total estimated cost of completing the system in each state; Primary---on the basis of area, total population and mail route mileage in each state; Secondary---on the basis of area, rural population and mail route mileage in each state; and Urban---on the basis of population located in cities of 5,000 population or more.

For comparison purposes, it may be noted that we received approximately \$53 million in Federal apportionments for fiscal year 1969 and this amount was increased to about \$93 million in fiscal year 1970, mostly as a result of the requirement that our previously planned two-lane Interstate highways be constructed to four-lane standards. The increased apportionments should continue at about the \$93 million level until the Interstate system is completed in 1974.

As far as State matching funds are concerned, it appears at this time that the additional revenue provided at the 1969 Legislative Session will be adequate to match anticipated Federal Aid through 1974. This situation could change, however, if Federal Aid is increased or costs keep on rising.

PLUS FOR MONT. CONTRACTORS

During the calendar year ending December 31, 1969, there were 123 contracts awarded. These 123 contracts were awarded to 54 individual contractors or combination of contractors, such as joint venturers. Of the 54, 43 were strictly Montana contractors and 11 were out-of-state contractors. The dollar amount of the contracts awarded to the 43 different Montana contractors totals \$55,597,569 or 72.76% of the grand total. The dollar value of the contracts awarded to the out-of-state contractors totals \$20,817,853, or 27.24%.

E. E. O. STATEMENT

Montana is keeping abreast of the trends in fair employment practices. Recently the Commission added one member to the office of Equal Employment Opportunity. This office supervises the equal employment policy both within the Department and by contractors on projects for the Department. All this is the result of the Federal-Aid Highway Act of 1968, which directs all state highway departments to publish equal employment opportunity policies. The Federal Highway Administration demands assurances from the highway engineers on how the policies are to be effected. We feel Montana is in the forefront of this movement to afford equal opportunity to minority groups, as this has been a long-standing policy of the MHC.

INTERIM COMMITTEE

The Highway Legislative Interim Committee has been meeting once a month, at the time when the Commissioners are present for their monthly meeting. This assures a close working interrelationship; and a good dialog has been maintained.

The Interim Committee (Senators Moritz and Manning, Representatives Egan and Dye) are studying the possibility of contract maintenance; the feasibility of motor vehicle inspection; possible implied consent legislation; classification of frontage roads; along with the new building and needs of the highway program in years to come.

EMPLOYEE NUMBERS UP

The total number of employees as of January, 1970, is 2,814. The total payroll for this month was \$1,340,889. This compares with 2,093 employees in January of 1969, at a payroll of \$1,122,276. Part of this increase can be attributed to an added number of Federal programs in which we are participating, as well as a bolstered construction activity.

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Lewis W. Guttman



INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

VOL. 1 NO. 7

Helena, Montana

August 1968

Federal Highway Act 1968 passed by Congress and signed by President. This is a document on which all things hinge for State highway programs nationwide. We expect state-by-state breakdown within 15 days...then can tell how much Montana gets, how much we need in matching funds, where we're going, etc.

NOTE: New act states that the sense of Congress is that no funds authorized for Federal-aid system "shall be imounded or withheld from obligation." Further, act says only expenses of Federal Highway Administration attributable to Federal-aid highways can be paid from the Highway Trust Fund. We read this as no more cutbacks allowed! Yet, we have been told to expect another sizeable cutback in highway funds. Confusing? You bet! Also read act that no Trust funds can go to non-highways uses, such as mass transit, etc. Sounds good, if it works.

While we wait for the answers, here's capsule of Federal Highway Act 1968.

Interstate

Completion of Interstate upped to 1974 from 1972...this was expected. Total Interstate appropriation \$4 billion annually for fiscal years 1970 through 1973...\$2.2 billion for fiscal '74. This is increase of \$8.34 billion over previous cost-to-complete figures. Up to 1,500 miles can be added to system. (This aimed at urban areas...does not affect Montana.) Also, where DOT says Primary meets Interstate standards, road can be designated as addition or connection to Interstate system...but such designation doesn't create any Federal financial responsibility. (Again, Montana not affected.)

ABC System

\$1.1 billion provided for Primary-Secondary systems and extensions within urban areas for fiscal 1970-71...upped from \$1 billion. TOPICS (Traffic Operation's Program to Increase Capacity and Safety) program within cities authorized \$200 million each fiscal '70 and '71...to be used on Primary-Secondary system extensions inside cities.

Federal Roads

\$547.5 million appropriated for all Federal roads; forest highways, park roads, Indian reservation roads, public lands roads and bridges, etc.

Highway Beautification

Continues 10% penalty for non-compliance of billboard and junkyard control. Authorizes \$25 million out of U.S. Treasury general fund for fiscal 1970...

(more)

...includes \$2 million for billboard control, \$3 million for junkyard control, and \$20 million for landscaping and scenic enhancement...plus \$1.2 million for administration. Areas subject to "bona fide State, county or local zoning control" need not be included in agreements between State and DOT.

Highway Safety Program

Continues support of safety programs begun under Highway Safety Act 1966, by authorizing \$75 million for fiscal 1970 and \$100 million for fiscal 1971. Penalty of 10% for non-compliance extended from deadline of Dec. 31, 1968, to Dec. 31, 1969.

Highway Relocation Assistance

Up to \$5,000 can be paid over fair market value for homes, and \$25,000 over fair market value for businesses in path of Federal-aid highways for relocating... tenants receive up to \$1,500 to rent or lease comparable house or apartment elsewhere.

Other Provisions

- * Financing within 5% of ABC authorizations for fringe parking facilities in urban areas...aimed at existing or planned mass transportation facilities.
- * Establishment of a revolving fund in U.S. Treasury of \$100 million annually for advance right-of-way acquisition...construction must follow within 7 years.
- * Prevailing wage rate clause of Davis-Bacon Act, which now covers only Interstate, expands to ABC construction and urban extensions.
- * State and local governments will undertake statewide highway classification studies...to report to Congress by January, 1970.
- * Can no longer use public parkland, recreational areas, wildlife refuges or historical sites for roads...unless there is no other alternative.
- * No toll roads can be constructed on Interstate system...does not include toll bridges or toll tunnels.
- * Equal employment opportunity.
- * Bridge inspection.
- * Emergency highway relief.
- * Construction by States in advance of apportionment.
- * Consideration of urban impact of highways by State highway departments.

* * * *

25,000 deaths and some 800,000 crashes each year are the tolls on nation's highways resulting from use of alcohol...so says latest DOT report to Congress. Over 35-year study, alcohol "is largest single factor leading to fatalities on highways." Report attributes 50% to 55% of all accidents are caused by "one to four percent of the drivers on the road who have high concentrations of alcohol in their blood," the report says. Problem drinkers are not always the cause, either. "Fatal and other crashes of teenagers and young adults frequently involve hazardous amounts of alcohol." Adults who use alcohol immoderately, but not identified as problem drinkers by research to date are frequently involved.

Copies of this report "Alcohol and Highway Safety," are available through the Highway Department in Helena.

Lewis W. Sullivan



PRE-CONSTRUCTION ENGINEER

INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

VOL. 1 NO. 6

Helena, Montana

June, 1968

Another financial crisis has hit Montana's highway program...the second this year. The Department is financing Federal share of obligations to contractors, salaries, and other running expenses. Here's what happened.

BPR stopped all liquidated cash payments as of May 13...that is, it couldn't pay vouchers (bills) submitted by us for the Federal share of projects. It claimed a supplemental appropriation was needed from Congress to release funds from the Highway Trust Fund through the end of the fiscal year...July 1. That appropriation bill has yet to pass...its tied up. Hopes are dim to get before July 1. The result...Montana is paying its own share plus some \$5 million in Federal share to keep the Department operating and contractors working. We can hang on until July 1 with a minimum of borrowing...but we don't have money for much beyond July 1. Our only hope is the passage of that supplemental bill.

South Dakota in worse shape. It has no borrowing power... only enough money to pay salaries...no contractor payments ...nearly all road work has stopped...legal action pending ...after July 1, if no money, it will have to close.

This is second crisis in highways created by the Federal government this year. In January, we got a \$1.7 billion cut in highways funds for obligating...our share of that cut was \$36 million. This hurt! Instead of a budgeted \$93 million year in 1968, we were allowed only a \$56 million road program. We obligated our first half allotment (45%) by the end of May and will be out of obligating funds for the second half by September. Tried to secure extra funds...but no go. Other states received adjustments in their budgets two months ago...but not Montana, despite having utilized all available funds.

Now we hear highways may get hit again! With pending \$6 billion Federal spending cut, Highway Trust Fund may have to make up large portion of this cut. Officials in D. C. are dropping figures like \$1.5 to \$2.5 billion highway cut back. If so, once again the brakes will be applied to the road programs of all states.

Here's another set back coming...mass transit! Secretary of Transportation Boyd stated to House Roads Subcommittee in May that the Highway Trust Fund should help subsidize mass transit in cities.

It's said we'll get these funds back...some day. When? Washington doesn't seem too concerned about that question.

(More)

Last of the Legislative Information Meetings held in Kalispell. All 12 financial districts now covered...reception was outstanding. Attending were 131 legislators, countless city, county, and civic officials, and 34 prospective legislators. Our THANKS to all...sessions were most helpful to us. We hope to run a better Department because of your help. We'll be back after November elections to hold sessions on legislative package for highways. All highway legislation now drafted and ready for Commission...will be available to requesting legislators about September.

How's the Department doing on manpower? April 1967... 2,043 total employees. April, 1968...2,058. Average monthly payroll up only \$38,000 total. Construction employees down 29...administration employees down 20 ...maintenance employees up 40. Also, Department budget being held to legislative directives.

Department has re-organized! (See attached re-organization chart) This has been done to make Department more business-like and efficient. Instead of 14 department heads all reporting to the State Highway Engineer, there now are three Assistant State Highway Engineers to spread responsibility and give more efficient direction...allows SHE to give more thorough direction and not be bogged down in details. This organization has been adopted by some 15 major highway departments throughout the country, including several Canadian provinces. New assistants are: Jack Beckert...engineering; Don Smail...operations; Howard Buswell...administration. We're already seeing the benefits of the change!

Some controversy of late...maintenance of state routes in cities. Last Legislature passed law that all state routes will be maintained in cities. We've been unable to comply totally...had to seek agreements for partial maintenance. The reason is money...not enough in line-itemed maintenance budget to accomplish. We recognize our obligation and want to comply...but money not there. Hope something can be worked out in next session.

Senator L. J. Kafka asked for breakdown on trucks taking advantage of new GVW weight permits (20,000 and 34,000 pounds) as passed by the 1967 Legislature.

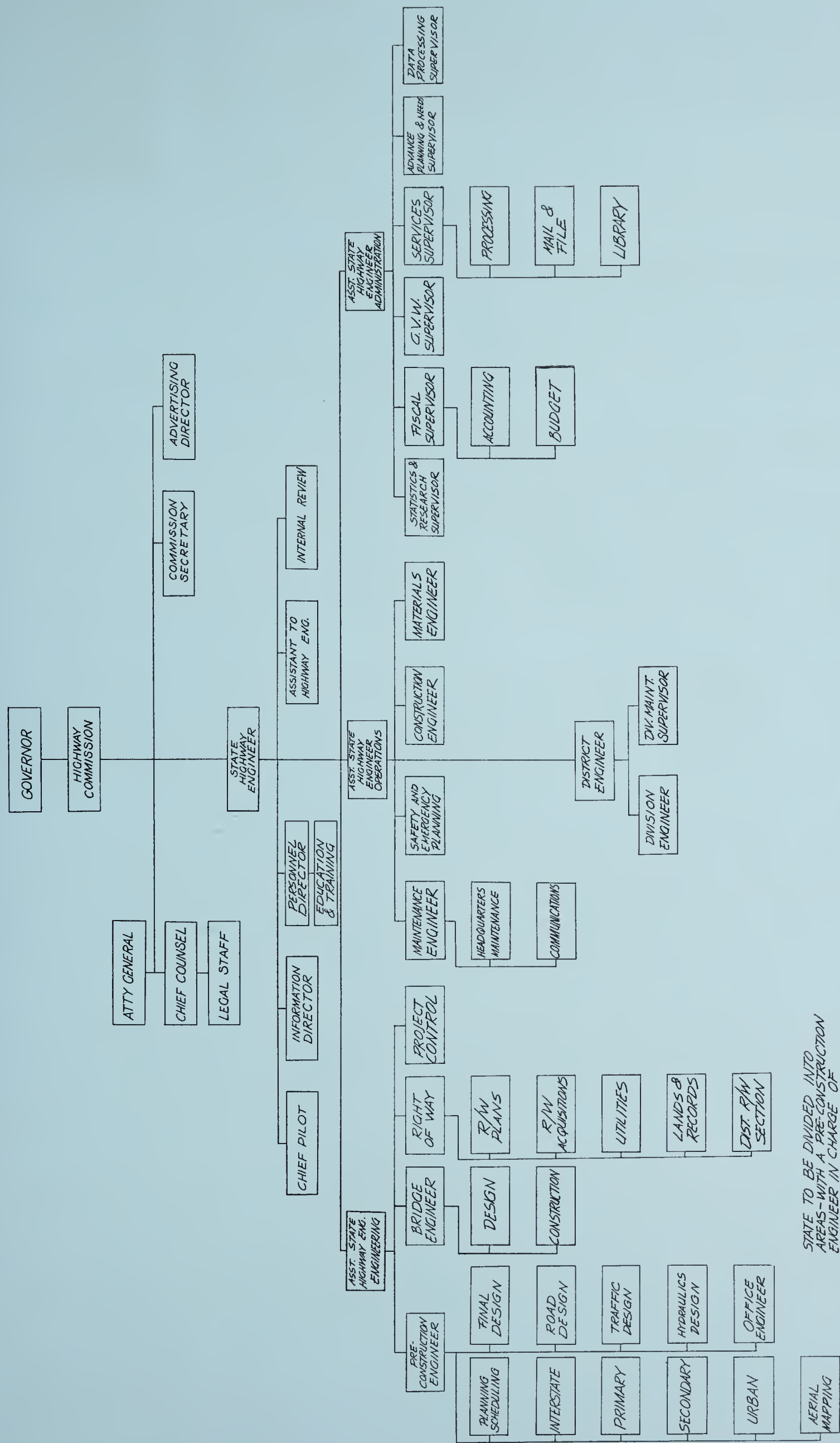
Department has issued 498 restricted route-load permits as of April 1, 1968.

- 462 permits to 5 axle combinations
- 1 permit to custom 6 axle combination
- 5 permits to custom 7 axle combinations
- 3 permits to 3 axle trucks
- 27 permits to 2 axle trucks

Who's using these permits? 10 permits to private carriers...231 to log and lumber products...78 permits to grain transporters...33 to general freight haulers...45 permits are farmers-ranchers moving own products (over half of these are two-axle trucks)...101 for petroleum products...144 regulated carriers (M.R.C. permitted) ...1 permit for interstate movement of combination.

How's it working? So far, so good! To date the Department finds no problems with extra weights on restricted routes established by Commission...this is true for structures, as well.

Lewis W. Guthrie





PROGRAM SCHEDULE coord.

INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

Vol. 1 No. 5

Helena, Montana

March, 1968

Let's look at right-of-way operation! What's happening? What money? What problems? Facts and figures for 1967? What trends?

Current right-of-way need heavy. Looming is completion of Interstate system (500 miles)...plus normal load for ABC system. We're on top of it. Processed 730 parcels in 1967...only 142 went to condemnation. Cost for R/W purchase in 1967 was \$2.7 million. Attornies overcoming backlog of condemnations...beginning 1967 had backlog of 200 cases; got 142 new cases in 1967 and ended 1967 with backlog of only 185 cases. Cost for right-of-way...particularly Interstate...is dropping. Coming in much closer to appraised value. Outlandish settlements all but gone. Attributed to more experienced staff and much greater public acceptance of Interstate highways and idea of controlled access.

R/W working much closer with engineers, now. In early plan stage, appraisals made on alternate routes, effect on irrigation projects, school bus and mail routes, etc. As design progresses, R/W deeply involved with individual landowner problems, severance, stockpasses, irrigation. Each hand knows what right hand is doing! Saves time and money...fewer problems.

You helped! Law enacted in 1967 Legislature for payments to landowners for relocation of personal property has aided significantly our acquisition program. Also, recent emphasis on highway safety gives us avenue to obtain features which could not be justified previously on strict appraisal basis. Example: Frequent cattle movement across ABC highway...now able to install stockpass to eliminate hazard to highway users. Landowner happier...BPR happier...Motorist happier.

But problems still exist! Difficulty still encountered in securing amicable settlements of large parcels seriously affected by controlled access of Interstate. Condemnation necessary on most. We testify to appraised value. Landowner attorney obtains witnesses to testify much higher...juries tend to compromise between conflicting amounts. But, overall, the trend in awards is in state's favor...as mentioned above.

Problem! Proof of necessity of taking private property for highways or other public purposes. Present law allows each parcel necessity hearing, if requested. Can tie up process. Example: All right-of-way acquired on one project except for a couple of parcels. Necessity hearing called. Court ruled route selected not proper. Result...project frustrated...Commission left owning narrow strip of ground. Long and expensive court fight.

(more)

Problem! Fish & Game wants meander channel in Clark Fork River to replace fish habitat injured by highway construction. Landowner is disputing the taking of his property for this purpose. It's in the court.

Several problem areas in R/W acquisition will be covered in proposed legislation being drafted, along with other highway legislation. All proposed highway legislation available by August to the legislators and related interests.

Interesting note! Despite certain R/W difficulties, R/W division doubled its Interstate acquisition last year. Of the 730 parcels acquired in 1967, some 40% were Interstate rights-of-way...compared with normal load of 20% in past years. This boost is one more prop supporting our increased roadbuilding program.

* * *

To emphasize the need for stepping up these pre-construction phases of highway building (plans, design, R/W, etc.) is the fact that more Federal funds will be made available as we approach the deadline for completion of the Interstate system in the mid-1970's...provided no more raids on the Federal Highway Trust Fund and original formula for appropriating these funds is maintained. The formula is based on the cost and amount of Interstate each state has to complete. Montana's share is 1.024%. Based on new cost to complete, our share should raise to 1.943%. This means Montana's share of Federal-Aid Interstate money will jump from the current figure of \$38,425,600 for Fiscal Year 1969 to \$72,911,075 for Fiscal Year 1970. Additional state matching funds will be needed to meet this increase of some \$3,300,000.

Why the big increase? Some smaller states nearing completion of their Interstates. They need less of the total Federal funds. Montana has yet several hundred miles of 4 lanes and some 200 miles to build additional 2 lanes to bring up to new standards.

* * *

Blatnik Congressional meeting was success...137 engineers, city-county officials, university personnel, and legislators attended. Program demonstrated Montana is up to date and moving rapidly in the right direction to eliminate highway hazards from highway designs. Since 1966 we have completed/under contract \$5.4 million in safety projects with an additional \$18.1 million planned through F.Y. 1970. A complete list of these projects with details is available upon request.

* * *

Legislative Information Meetings: Lewistown, April 9, F.D. 5 (Fergus, Petroleum, Garfield)...Miles City, April 10, F.D. 12 (Carter, Powder River, Custer, Fallon, Rosebud)...Glendive, April 11, F.D. 4 (Prairie, Wibaux, Dawson, McCone, Richland)...Glasgow, April 12, F.D. 12 (Phillips, Valley, Roosevelt, Sheridan, Daniels). All meetings begin 10:00 a.m. Place will be announced in advance. Attendance of legislators has topped 80% in the seven financial districts covered to date.

Lewis W. Chilton



PROGRAM SCHEDULE 333rd.

INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

Vol. 1 No. 4

Helena, Montana

February, 1968

Big Blow to Montana's highway program! Federal highway funds cut by \$36 millions; this includes \$3.2 millions cut from 1968 appropriation and \$32.8 millions in carryover funds suspended. Here's the effect:

<u>Systems</u>	Totals for Calendar Year 1968	
	<u>Reduction In Total Program</u>	<u>Net Program Remaining</u>
Interstate	\$22,275,692	\$38,683,100
Primary	7,577,669	10,096,077
Secondary	5,259,669	5,165,692
Urban	534,596	1,798,043
HPR	521,141	706,760
Totals	\$36,168,767	\$56,449,672

Above figures include expenditures for preliminary engineering, research, design, construction and right-of-way production work. The affect on construction work let to contract in calendar year 1968 is estimated at \$25.5 millions. Planned for 1968 was \$68 millions in contract lettings. Revised schedule calls for \$41.6 millions. We're not cutting back on preconstruction planning or design or right-of-way production...only on contracts let. No word on when cutbacks will be restored, but are looking hopefully at mid-summer or early fall...this is our own speculation. When money is restored, we'll have jobs in the bin waiting. Until then we're going for broke with what we have.

The 3-year schedule of highway projects will be mailed to legislators next week. This is subject to change as money is available. Don't hang your hat on this one...Federal money could be cut again or present cut-back could be restored and whole picture could change. At least this will give a broad picture of what to expect in the immediate future. To be revised July 1.

Preconstruction work on Interstate...both by state forces and consulting firms... was 20 months behind schedule in August, 1967. Today, this work is 40 months ahead. State Preconstruction forces jumped 47 months ahead on its work alone. Example... in August, 164 miles of reconnaissance remained...now only 55 miles remain. Preconstruction is the starting point for all road building. This "extra effort" will push ahead our construction program, and was one of the reasons we forecasted a record year in construction for 1968 before the cut-back. But the work is not wasted...it's merely waiting!

(more)

The Blatnick Committee to hold one-day Congressional hearing in Montana on March 8, 10 a.m., in Highway Auditorium, Helena. Requesting the hearing was Congressman Arnold Olson. Committee will show so-called highway hazards built into highways and request state to testify what it is doing to eliminate hazards. We're pleased! Your Highway Department has drive on that it's proud of. Last six months have contracted \$550,000 in spot hazard safety projects...has safety team drafting master plan to eliminate hazards...new specifications on all new construction includes latest features...etc.

y'all come! We'd like to see many legislators on hand for the Blatnick Committee hearing...a show of statewide interest will help our cause greatly. It will also acquaint you with what we're trying to do.

The question has been asked in Great Falls, Glendive and Lewistown. Can the Highway Department build ramps onto Interstate with State funds, when BPR will not approve Federal participation? NO! BPR sets minimum standards and controls access on Interstate routes. BPR states ramps will not be approved until traffic warrants additional access. They pay 91.8% of the bill and retain 100% control. Honest attempts have been made to sway opinions on basis of local conditions and local needs...but to no avail.

Legislative information meetings continue...February 21 in Bozeman, 10 a.m., Baxter Hotel, for F.D. 10 (Park, Gallatin, Sweetgrass, Meagher and Wheatland Counties). March meetings in Miles City, Glendive, Glasgow and Havre... hitting so far 82% attendance.

Another Federal bottleneck to highway building looms. The President's executive order 11246...Equal Employment Opportunity program. Was due for implementing Feb. 1, 1968, but no word. We await the possible storm. Here's what the program calls for: All Federal-Aid highway projects over \$1 million...contractors would have to file how they intend to comply with the order. This procedure in the three test cases to date has held up awards from 45 days to one year. The program is supervised by the U. S. Department of Labor...which means that two Federal agencies could become involved with highway contracts instead of one as now (BPR).

The emphasis is on the hardcore unemployed in minority groups. Do our Indians qualify as a minority group? We don't know at this time. However, there have been cases in other Federal agencies implementing this order where Indians were not considered minority, and contractors have had to recruit workers from the Negro minority in big cities and southern states. We're watching this situation closely.

As for the Department, we have appointed an Equal Employment Opportunity Coordinator to support our existing position of "non-discrimination" within the Highway Department. We are also watching our contractors employment practices to insure equal opportunity for all. This we believe in and this we are practicing.





INSIGHT

PROGRAM SCHEDULE coord.

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

Vol. 1 No. 3

Helena, Montana

January, 1968

Looking ahead into 1968! A record-breaking year is planned. If Federal monies are available and rights-of-way secured, \$41 million in contracts can be let in the next six months. This could end the 1967 - 68 fiscal year with a record \$69.2 million ... compared with last fiscal year total of \$34 million. Included in January-July '68 program are 61 miles of new Interstate, 67 miles of new Primary, and 27 miles of new Secondary. Programmed for second half of '68 ... \$30 million more.

*Interstate system 52.5% complete or under contract;
502 miles open to traffic ... 120 miles under con-
tract. Anticipated 61 new miles first half '68
would raise figure to 57.6%.*

A big highway event in 1968 ... new Federal-Aid Highway Act due in late Summer or early Fall from Congress. Will answer many questions: When completion date for Interstate? What happens after Interstate completion? Any changes in Federal financing?

American Association of State Highway Officials (AASHO) met last month to draft recommendations ... will be presented to Congress late this month. It appears now these recommendations will include: completion of Interstate in 1975 (extended from 1972) ... major Federal aid be continued after '75 on a 40% Primary, 30% Urban, 25% Secondary, 5% Interstate basis (present basis is 80% Interstate, 9% Primary, 6% Secondary, 5% Urban) ... changing Federal matching ratio after '75 to 2/3 Federal 1/3 State (present ratio 90/10 Interstate and 50/50 Primary, Secondary, Urban). AASHO recommendations in past followed very closely by Congress.

Legislative Highway Study Committee traveled to five states this week for comparative study on similar highway departments. Visited were South Dakota, Utah, Colorado, Wyoming, Idaho. Chairman is Sen. Earl Moritz. Members are Sen. Dave Manning, Rep. Eugene Egan, Rep. Elmer Schye. Chittin accompanied committee.

Second Legislative Information Meeting in Billings, Jan. 8, for F.D. 11 had 22 of 29 legislators present ... four hour session. Next stop Great Falls and F.D. 6 ... Cascade, Pondera, Choteau, Teton, Judith Basin ... set Feb. 1, 10 a.m., Rainbow Hotel. These sessions proving to be great help to Department in planning and programming ... and getting things moving.

(MORE)

How's the maintenance budget? End of six months of fiscal 1967-68 figures show 51% expended ... so far, on the button! But winter weather could throw it over the \$9,250,000 line item budget. It happened last year. Winter storms carried over into April last year, pushing maintenance over its budget by \$600,000. We're off to a bad start so far with storms. Storm season hit hard about Dec. 15, coming on many weekends and holidays. If present trend continues, budget will be hard to keep ... Spring storms will make the difference. Costs of fighting winter from Dec. 15-Jan. 15 about \$500,000. This is the first year the Department has worked on a line itemed maintenance budget. Maintenance money is all state funds.

It looks like Department will get started on its new idea of upgrading Primary roads instead of complete new construction in 1968. One target area is U. S. 2. Plans Division is working hard on this idea, with an eye to getting three-times the mileage for same money.

Management and training getting top billing in 1968. Have appointed a team to study efficiency, organization, staff positions, and economy of Department ... with an eye to tightening up the operation. We want better management of manpower, time and money in lower echelon ... and we'll get it! The first move in this direction was creation of new District in Lewistown ... requires no increase in staff ... eases work load on District Engineers and gives closer supervision of field personnel.

Night Schools for secretaries in answering phones, filing and office skills have started in job training. Also technical schools for new inspection techniques ... maintenance safety ... engineering courses for advancement and better job performance ... defensive driving for all employees ... first-aid classes ... as well as refresher courses in highway specifications.

Traffic in 1967 was up on the Interstate and down on all other systems ... Interstate +0.8% ... Primary -0.4% ... Secondary -0.7% ... city streets -0.9% ... all rural roads -0.1%. Most traveled streets in state are (1) 10th Avenue South, Great Falls, 24,848 ADT; (2) Grand Avenue, Billings, 17,874 ADT; (3) Montana Avenue, Helena, 11,249 ADT; (4) Orange Street Bridge, Missoula, 10,166 ADT.

1968 will see major sections of Interstate links between completed sections underway or opened. Billings to Hardin I-90 will have much activity, while the Ballantine-Pompey's Pillar I-94 section will be open to traffic in the Fall of '68. Also headed for contract will be Columbus-Park City I-90, Drummond-Clinton I-90, and Butte-Three Forks I-90. Prime accomplishment on I-15 will be the letting of the final contract in Wolf Creek Canyon.

James H. Sullivan

INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

VOL. 1 NO. 1

HELENA, MONTANA

DECEMBER, 1967

First Legislative Information Meeting held in Missoula, Nov. 9, with 15 Senators and Representatives attending from F.D. 8... Sanders, Mineral, Powell, Missoula, Granite and Ravalli Counties. Three hour session centered on highway plans, progress and budgeting, with marked interest shown in local problems. Unanimous opinion that meetings are worthwhile and should be held in each F.D....also want legislative meeting prior to 1969 Legislature. Can do! Next meeting in F.D. 11...Yellowstone, Golden Valley, Musselshell, Treasure, Big Horn, Stillwater, Carbon Counties...in Billings...in early January.

A record has been set in 1967 for Department's bridge and structure building. \$11 million let to contract. Largest one-year total in history of Department. Length of contracts ...over 4 miles.

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Big question marks: When is completion date for Interstate? What happens after Interstate completion? Are there sufficient State matching monies to meet Federal funds? Any changes forecasted in Federal highway financing program? The answers are vital to Montana.

Federal law requires periodic estimates of cost to complete Interstate in each state...used in apportioning Federal funds. Our most recent estimate made August, '67. All state estimates are submitted jointly to Congress in January, 1968. Interesting note! Total estimated cost of Montana's Interstate system when complete is now 84% over the total cost estimate made in 1961. Increase due to higher labor and material costs, higher standards, beautification and safety features, which are required practices now. Largest increase, however, due to all four-lane construction...half of our system was two-lane by law in 1961.

These increased costs will require additional State matching funds. But the rate at which new funds are needed is controlled by the rate Federal funds are apportioned... and established for Interstate completion.

Federal law now sets completion at 1972, but many in Congress want to extend this to as late as '75. Federal apportionments have been made through 1969... thus any increased apportionments won't come before fiscal year 1970. If Interstate is to be completed by '72, the annual State matching funds needed will be greater than if cost is spread out through fiscal year '75. The answer is up to Congress and the enactment of the Federal Aid Highway Act of 1968 due in August or September 1968.

(MORE)

After the Interstate...what? Consensus among state highway officials (AASHO) is that present high financing be continued. But changes in Federal-State matching ratios and in distribution of Federal funds among systems are contemplated. Present matching ratio is 90/10 for Interstate and 50/50 (Montana 57/43) for Primary, Secondary and Urban (ABC system). Distribution of Federal funds is now 80% Interstate and 20% ABC. Various plans will be discussed in later issues of Insight. It appears now that AASHO will recommend emphasis be placed on improvement of Primary system, with increased attention to Urban systems. A distribution change could see as much as 90% Federal aid going to the ABC system with 10% to Interstate.

A gathering storm! More populous states are beginning a drive to return Federal highway taxes to the states in proportion to the amount collected in each state. Bad news for Montana! Montana receives 3 times the money residents pay in Federal highway taxes. We would be seriously affected, if such a Federal financing change were instituted. Little chance of success, however, without AASHO recommendation.

What will AASHO recommend? Meeting set December 12-13 in Chicago for AASHO will decide recommendations to Congress on all issues. Montana will attend! However, the AASHO decisions must be considered and enacted by Congress into the Federal-Aid Highway Act 1968...not expected before August-September, 1968. Thus the course of future highway development, completion date for Interstate, changes in matching ratios or distribution, or amount of future Federal aid Montana can expect will not be decided until then. At that time, we can prepare a definite estimate of the needed additional State matching revenue required to meet Federal aid which we expect to receive. Frustrating...but the wait is necessary.

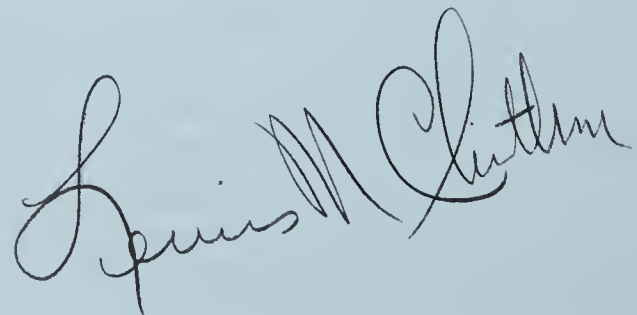
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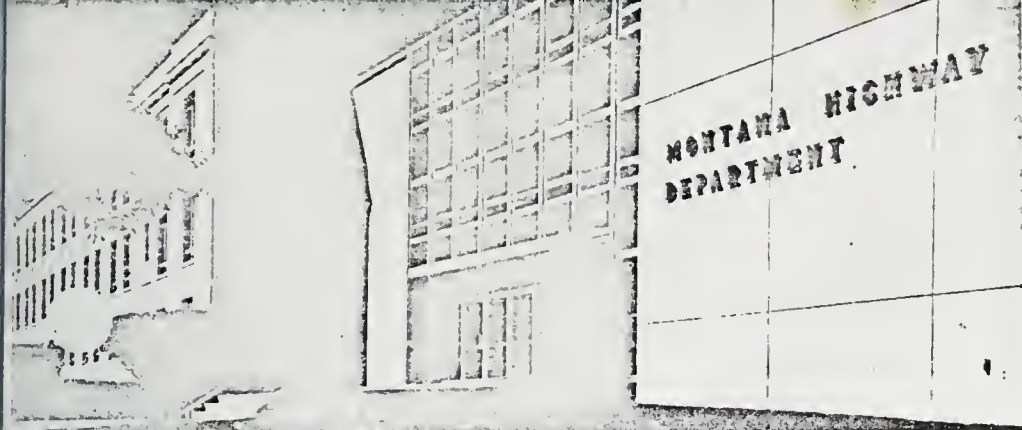
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December-January bid lettings estimated at \$5 million, which will bring F.Y. total over \$32 million compared with \$34 million for entire F.Y. '67. Bright note! Two contracts not awarded last month...bids too high. Rebid and awarded in November...saving over \$200,000.

The new three-year highway schedule in final stage of completion. It should be ready for you by January. Once over the hurdle of this first schedule, based on the new financing program, a three-year schedule will be issued beginning each fiscal year. Next deadline for revised schedule is July 1, 1968. We'll be ready!

Our legislative committee is busy drafting proposed new legislation for 1969 Legislature. Entire program will be ready by July, 1968. All legislators will receive copies for review prior to our November round of Legislative Information Meetings in financial district.





INSIGHT

MONTHLY NEWSLETTER DIRECTED TO THE MEMBERS OF THE MONTANA STATE LEGISLATURE

VOL. 1 NO. 1

HELENA, MONTANA

NOVEMBER 1967

INSIGHT is a new monthly newsletter aimed at keeping members of the Montana State Legislature informed on what's happening inside the Highway Department. It comes directly from the office of Lewis M. Chittim, state highway engineer. The Department is looking for comments and suggestions to keep INSIGHT an informative and useful tool of communications. It replaces the weekly news reprint, NEWS ROUNDUP, by request of numerous Representatives and Senators.

Legislative Information Meetings are being scheduled in each of the 12 highway financial districts. The first is slated Nov. 9 in Missoula. All districts will be covered by the end of Winter. Purpose is to brief all legislators on plans, progress, results of legislative action and to answer questions on local, district and statewide issues. The aim is a better communications channel between the Legislature and the Department.

How is H.B.42 ($\frac{1}{2}$ cent gas tax) coming along? On the button! Forecasting says first quarter collections should average \$225,000 for cities and \$150,000 for counties. August-September receipts show \$226,332.48 for cities and \$150,888.30 for counties, giving fund first-quarter quota in only two months. But, fund is now entering low period and drop is expected. Peak months will be June through August. Allocations will be on collected monies; thus each fiscal year must extend into the next fiscal year by one month for payment to city-county projects. Total split of monies is \$900,000 for cities and \$600,000 for counties.

* * *

How is H.B. 42 money being spent? Cities...126 eligible. Personal contact and correspondence is being made with 40 at present...12 have job priorities and Roundup, Helena, Great Falls, Glendive, Missoula, Anaconda, Froid and Miles City have spent some of their funds. Cities spending on sealing streets, oil purchases, curbs and gutters and plant mix materials. No irregularities apparent to date. Counties...letting funds build up until funds and planned projects can balance. Big county push expected next year. Counties looking at culverts, gravel, road oil and guard rails. One project now going in Phillips County for guard rail...four projects for gravel purchase in Roosevelt County.

November-December lettings estimated at \$6.1 million, which will bring the fiscal year total to \$30 million compared with \$34 million for entire FY '67.

(MORE)

Bidding on contracts being watched closely. Department is not accepting bids over 10% of engineers estimates...also watching unbalanced bids. One project bid in September was rejected as too high...rebid in October. Saved nearly \$25,000 on the contract. Overall, bids are running from 1% to 10% below engineers estimates each month.

Six man highway safety team currently checking Interstate System for ways to improve safety. Checked are guard rails, signing, lighting poles, pavement markings, bridge ends, wrong way control on ramps, unprotected hazards at structures, and curb and drainage fixtures. Theme is "no second-guessing for safety". Team consists of BPR, Highway Patrol, and Department personnel. Program is follow-up to Chittim's tours of state's roads.

A new management tool is being developed in the Department to ride herd on the hundreds of steps involved in each highway project. There are over 500 projects in various stages of development at present. Each project is started three to five years in advance of its letting date and runs through hundreds of steps before a final design, right of way purchase and letting to contract. The new tool will keep track of each step by using a computerized system to pinpoint start and completion dates for each step and to indicate delays at critical times. Management can thus recognize trouble areas well in advance and make appropriate decisions to keep the highway program steady. Money, manpower and materials will be tied to the system to give control over all resources. This system is being used by every major corporation in the nation today. It is one of several innovations aimed at upgrading the highway program in Montana.

A three-year highway schedule upon which you can "hang your hat" is due within 30-60 days. Delay has been in developing the new cash forecasting and critical path method of scheduling income and expenditures, which allows the Department to go into the next fiscal year's anticipated funds. Other Departments which have gone to this type of highway financing have found it takes at least 6 months to work up the first firm schedule. Once this schedule is completed and coupled with the new computerized scheduling system, the Department will have the most advanced highway program it has ever experienced.

Legislative Study Committee on highways has been active. It has met four times with the Highway Commission, asked for specific areas of study, and has received areas for its own study by Commission request. It has also met numerous times with State Highway Engineer. During October, the committee traveled to North Dakota to study roads, procedures, and organization. Planned this month is a three-day trip to Wyoming, Colorado, Utah, and Idaho to study comparable Departments. Members of this committee include: Sen. Earl Moritz, Lewistown (chairman); Rep. Eugene Egan, Valier; Sen. Dave Manning, Hysham; Rep. Elmer Schye, White Sulphur Springs. The Department views this committee as a welcomed addition to the highway program.

The big question in the Department: Is there sufficient state highway monies to match Federal funds to complete the Interstate system and maintain Primary-Secondary programs. A study team has this question now and an answer is expected by Jan. 1, '68. The Department will know then if new highway taxes will be needed.